A POETICAL CONTRAST.

In the month of June, 1854, a negro by the anie of Anthony Burns, was adjudged in Bosto be a fugitive from slavery. President ek to perpetual bondage in "Old Virginia," and placed the United States revenue cutter Morris at the disposal of the Federal authorities for that obnoxious purpose. On the deek of a Government vessel, with the Stars and Stripes floating over him, Burns was transported from hard-earned freedom to slavery. General Charles G. Halpine, the edilor of the New York Cilizen, then as now a Democrat, wrote, and the New York Tribune of June 13, 1864, published the following stirring and pathetic poem in commemoration of this event:-

FAIL TO THE STARS AND STRIPES.

Hall to the Stars and Stripes! The boastful dag all ball! The tyrant trembles now,

And at the sight grows pale:
The Old World grouns in pain,
And turns her eye to see,
Beyond the Western main,
The emblem of the free, Hail to the Stars and Stripest
Rope beams in every ray.
And, shining through the bars
Of gloom, points out the way.
The Old World sees the light
That shall her cells illume;
And, shrinking back to night,
Oppression reads her doom.

Hall to the Stars and Stripes!

They float in every sea: The crystal waves speed on The emblem of the Free! Beneath the szure sky
Of soft Italia's clime, Or where surorus die In sottudes sublime.

The stars grow pale and dim—
The stars grow pale and dim—
The stripes are bloody scars,
A lie the flaunting hymn!
It shields the pirate's deck,
It b'nds a man in chains;
It yakes the captive's neck.
And wipes the bloody stains.

Tear cown the flaunting Lie!
Half-mast the starry flag!
Insuit no sunny sky
With Hate's poll ted rag!
Destroy it, ye who can!
Deep sink it in the waves!
It bears a fellow-man
To groan with feliow-slaves.

Awake the burning scorn!
The vengeance long and deep,
That, till a better morn,
Small neither tire nor sleep!
Swear once again the vow,
O freemen! dare to do!
God's will is ever now!
May His thy will renew! Enfuri the boasted Lie! Till Freedom lives again

Till Freedom lives again,
To reign cuce more in truth
Among untrammeled men!
Roll up the starry sheen—
Conceal its bloody stains;
For in its to da are seen The stamp of rusting chains.

Be bold, ye heroes all!
Spurn, spurn the flaunting Lie,
Till Peace, and Truth, and Love
Shall fill the bending sky;
Then, floating in the air,
O'er hill, and dale and sea,
'T will stand forever fair,
The Emblem of the Free!

We are prompted to reprint the above, that we may place by its side another effusion of this same General Charles G. Halpine, which is now going the rounds of the press, and being quoted with great gusto by the organs of the Democracy. It will be seen that "Private Miles O'Reilly' herein advocates an out-and-out war of the races in the South, and thinks it no more than right that the freedman should be given over to the tender mercies of Rebels who share his "misfortune" in being white, because they did not raise an insurrection in the South, that the Democracy might have still another proof of the enormity of Radical sin. We give the latest poem below, and our readers can judge of its animus for themselves:-

"BLACK LOYALTY." Let the Truth of History be Preserved.

Nigh a million of lives we have spent
And three billions of dollars or more,
That each fetter in twain should be rent
And the slave horn be heard never more;
Full six years we have given to the black,
And the thing was undoubtedly right
Now suppose, just to alter the tack,
We devote half an hour to the white.

When the South in its bour of mad pride
At Fort Similar let drive the first shot,
Neck and heels our poor Sambo was tied,
And the North held one end of the knot;
But our hold we let go at the sound,
For both hands we required in the fight—
And the war for the black was then found
Quite a tough job of work for the white,

Well, we fought - ay, for four years we fought,"
Pouring one tavish treasure and lite-!
Did the black then arise as he ought,
Cleaving northward with toron and with kuile?
All his masters were far from his track
Under Johnston and Lee in the fight;
There was nothing to hold the black back
From assisting his champion, the white.

Did he aid us when bleeding we stood
To chase from him slavery's dreams,
Or to Lee sent he clothing, and food,
Harnes's, powder, equipments, and teams?
We a'l know that in one single State
A revolt would have ended the fight;
So no more of their' loyalty' prate.
For the black Rebs were worse than the white.

The white Rebels came with a cheer,
Their bayonets asiant and aglow,
While the black Rebels slunk in the rear,
Assisting (and freely) our foe;
Phillips, Sumner, and men of that school.
May cilck-clatter from morning till night—
But it black or white Rebels must rule,
Then, by Heaven! count me in for the white!

t would sicken a dog, this vile cant
That we near of "black loyalty" now—
And I notice the twaldiers who rant
On the subject, were far from the row;
Ent since cold has been Lee's latest gun,
And since Johnston stacked arms after fight,
We a ctold "by black valor we won"—
"Tis asi humbing to faurel the white!

To the black Rebel slory and power,
To the white Rebel chains and disgrace!
Oh, madress and worse, rules the hour,
We are is he to faith, wisdom, and race!
To my heart with you Longstreet and Hill,
Johnston, Lee-every man in the fight—
You were Rebels, and bad ones, but still,
You share my mistortune—you're white!
MILES O'REILLY,
Late Private 47th Regiment N. Y. Vol. Infantry.

WHAT CAME OF SURING A NEWSPAPER,-Mr. Sands, member of the British Parliament for Dalhousie, has resigned his seat in consequence of the disclosures affecting his character in a recent action for libel which he was feelish enough to bring against the proprietor of a country newspaper. On the trial evidence was given which showed that he had got up a subscription for himself from persons whose interests he represented himself as capable of promoting with the Government; and it was very clearly proved that ministers are in the habit of granting all sorts of favors to those whom their followers recommend.

CHANGES IN ENGLAND .- The London Tele graph says:-"The rivalry between north and south, not only as regards race horses, but also as regards special products, or even literature, is rapidly disappearing. The very dialects of Yorkshire and Somersetshire are in course of assimilation to each other through the mighty invention of Stephenson."

H ARRISON'S PATENT PAINT RESOLVANT, niture and carriage makers. printers, and family use. The preparation will remove the hardest and oldest paint from any surface without scraping and without injuring the wood, or making it unit for fresh paint, it washes off with water, taking the paint, varnish, or oil with it. It is cheaper, more expeditious, and more thorough than burning.

For sale by all Druggists and Paint dealers in the United States, Conadas, and West Indies, Brimwith

V I L L I A M S. G R A N T COMMISSION MERCHANT, NO 33 S. DELAWARE Avenue, Philadelphia, No & S. DELLA WALLA Avenue, Philadelphia,
AGENT FOR
Dupont's Gunpowder, Refined Nitre, Charcoal, Etc.
W. Haker & Co.'s Chocolate, Cocoa, and Broma.
Circker Bros. & Co.'s Yellow Metal Sheathing,
Bolts, and Rais. RAILROAD LINES,

At 6 and 10 A. M., 1, 4, 5, 6, and 11:30 P. M., for Edge-water, Riverside, Riverton, and Palmyra. At 6 and 10 A. M., 1, 4, 6, and 11:30 P. M., for Fish House.
The 1 and 11:30 P. M. Lines leave from Market Street Ferry, upper side.
LINES FROM KENSINGTON DEPOT

Will leave as follows:—
At D A. M., 430 P. M., and 12 P. M. (night), via Kennington and Jersey City, New York Express Lines. sington and Jersey City, New York Express Lines. Fare, §5. At8, 19'15 and 11 A. M., 2'30, 3'39, 4'30, 5, and 12 P. M., for Trenten and Bristol. At 8 and 10'18 A. M., 2'30, 5, and 12 P. M., for Morrisville and Tollytown.
At 8 and 10:18 A. M., 2:30, 4:30, 5, and 12 P. M., for At 3 and 10 is A. M., 230, 129, 5, and 12 P. M., for Schencks.

At 10 is A. M., 230 and 5 P. M., for Eddington.

At 7 30 and 10 is A. M., 230, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

BELVIDERE DELAWARE RAILROAD LINES,

At 8 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigus, Elmira, Irhaca, Owego, Rochester, Blughamion, Oswego, Syracuse, Great Bend, Mon-trose, Wilkesbarre, Scranton, Strondsburg, Water Gap, etc. etc.
At 8 A. M. and 8 B P. M. for Belvidere, Easton,
Lambertville, Flomington, etc.
The 3 B. P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethie-At 5 P. M. for Lambertville and intermediate Sta Lines from West Philadelphia Depot, via Connect-

ing Railway, will leave as follows:

At 1:10 A. M., and 1:30 and 6:30 P. M. Washington and
New York Express Lines, via Jersey City, Fare, 83-25.
The 1:30 A. M. and 6:30 P. M. Lines will run daily.
All others, Sundays excepted.
October 1, 1867. WM. H. GATZMER, Agent,

October 1, 1867. WM. H. GATZMER, Agent,
DBILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, September 20, 1867, Trains will leave Depot, corner BROAD Street and WASH-INGTON Avenue, as follows:
Way Mail Train at 8:30 A. M. (Sundays excepted, for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Cristical and intermediate stations.
Express Train at 12 M. (Sundays excepted) for Baltimore and Washington.
Express Train at 12 M. (Sundays excepted) for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnofis, Chase's, and Stemmer's Run.
Night Express at 11'00 P. M. (daily) for Baltimore and Washington. Connects at Wilmington (Saturdays excepted) with Delaware Railroad Line, atopping at Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Cristical with Host for Fortress Monroe, Norfolik, Portsmouth, and the South.
Fassengers for Fortress Monroe and Norfolk via Baltimore will take the 11'00 P. M., Train.
Stopping at all Stations between Philadelphia and Wilmington.
Leave Philadelphia at 1'23, 4'30, 6'06, and 11'36-dalu'! P. M. Train, Via Ordalia P. M. T

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 1:30, 4:30, 6:00, and 11:30 (daily) P. M. The 4:30 P. M. Train connects with Delaware Railroad for Militord and intermediate sizations. The 6:00 P. M. Train runs to New Castle.

Leave Wilmington at 7 and 8 A. M., 4:00, and 6:80 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA

Leave Baltimore 7:25 A. M., Way Mail. 9:35 A. M.,

Express, 2:15 P. M., Express, 6:35 P. M., Express

8:55 P. M., Express, 8:55 P. M., stopping at Havrede-Grace, Perryville, and Wilmington. Also stops at Northeast, Elkton, and Newark to take passengers for Philadelphia and leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester on the Continental Hotel, where, also state to all points west, South, and Southwest, may be procured at the Ticket Office, No. 528 CHESNUT Street, under the Continental Hotel, where, also state to all points as decided at their residence by the Union Trausfer Company.

487

H. F. KENNEY, Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.

SUMMER ARRANGEMENT.

On and after MONDAY, June 24, 1857, Trains will leave Depot, THIRTY-FIRST and CHESNUT Streets, West Philadelphia, as follows:—

Leave Philadelphia for West Chester, at 71:5 A. M., 11:6 A. M., 2:30 P. M., 4:16 P. M., 4:50 P. M., 7:00 P. M., and 10:30 P. M., 4:16 P. M., 4:50 P. M., 7:00 P. M., and 10:30 P. M., 4:16 P. M.

11 A. M., 230 P. M., 415 P. M., 450 P. M., 760 P. M., and
1030 P. M.

Leave West Chester for Philadelphia, from Depos
on East Market street, at 615 A. M., 716 A. M., 730
and 1045 A. M., 125 P. M., 450 and 650 P. M.

Trains leaving West Chester at 736 A. M., and leaving Philadelphia at 456 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take train
leaving West Chester at 716 A. M., and going West
will take train leaving Philadelphia at 450 P. M., and
transfer at B. C. Junction.

Leave Philadelphia for Media at 530 P. M.
Stopping at all stations.

The Market Street cars will be in waiting, as usual,
at Thirty-first and Market atreets, on the arrival of
each train, to convey passengers into the city; and
for these leaving the bejoot take the cars on Market
street, the last car counceting with each train leaving
From and Market street thirty misutes previous to
departure.

The Chesnut and Walnut Street cars connect with

From and Market streets thirly missites previous to departure.

The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down Chesnut street, past the principal hotels and the Camden and Amboy RR. office, at Walnut street wharf, passing out Walnut street to the depot.

Leave Mest Chester at 7:50 A. M. and 2 P. M.
Leave West Chester at 7:55 A. M. and 5 P. M.
Leave West Chester at 7:55 A. M. and 5 P. M.
The cam on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train, to carry passengers into the city.

Trains leaving Philadelphia at 7:55 A. M. and 4:30 P. M., connect at B. C. Junction with trains on P. and R. C. R. R., for Oxford and Intermediate points.

Passengers are allowed to take wearing apparel only, as baggage, and the Company will not fu any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD.

General Superlutendent.

PHILADELPHIA, GERMANTOWN, ANI

TIME TABLE,

On and after Wednesday, May 1, 1867.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 940, 10, 11, 12 A. M., 1, 2, 35, 35, 4, 5, 55, 640, 7, 8, 9, 10, 11, 2 P. M.

Leave Germantown 6, 7, 75, 8, 820, 9, 10, 11, 12 A. M.

1, 2, 3, 4, 5, 65, 7, 8, 9, 10, 11 P. M.

The 820 Down Train and 85, and 55, Up Trains will put stop on the Germantown Parameter.

The 8-20 Bown Train and 8% and 5% Up Trains will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia 9% A. M. 2, 7, 10% P. M.
Leave Germantown 8% A. M. 1, 8, 9% P. M.
CHESNUT HILL BAILROAD.
Leave Philadelphia 5, 8, 10, 12 A. M. 2, 8%, 5%, 7, 9 and 11 P. M.
Leave Chesnut Hill 7-10, 5, 9-40, and 11-40 A. M. 1-40, 5-40, 6-40, 8-40, and 10-40 P. M.
Leave Philadelphia 9% A. M. 2 and 7 P. M.
Leave Chesnut Hill 7-50 A. M. 12-40, 5-40, and 9-25 P. M.

Leave Chemnt Hill 750 A. M. 1240. 540, and 928 P. M. FUR CONSHOHOCKEN AND NORRISTOWN, Leave Philadelphia 6, 7%, 8, and 1106 A. M. 1242, 43, 53, 63, 805, and 113, P. M. Leave Norristown 540, 7, 750, 9, and 11 A. M. 136, 2, 436, 63, and 336 P. M. ON SUNDAYS,
Leave Philadelphia 9 A. M. 230 and 9 P. M. Leave Norristown 7 A. M., 530 and 9 P. M. Leave Philadelphia 9, 74, 9, and 1108 A. M. 136, 3, 135, 135, 634, 805, 93, and 113, P. M. Leave Philadelphia 9, 74, 9, and 1108 A. M. 136, 3, 136, 136, 63, 9, and 100, P. M. Leave Manyunk 510, 735, 820, 935, and 1134 A. M. 2 336, 5, 64, 9, and 100, P. M. Leave Manyunk 75, A. M. 6 and 93, P. M. Leave Manyunk 75, A. M. 6 and 93, P. M. Leave Manyunk 75, A. M. 6 and 93, P. M. Leave Manyunk 75, A. M. 6 and 93, P. M. W. S. WILSON, General Superintendent.

Bedot, NINTH and GREEN Streets, TOOR CAPE MAY BY RAILROAD, FROM

Denot, NINTH and GREEN Streets.

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).

1.Commencing TUESDAY, September 8, 1857.

4.60 P.M. Cape May, Pausenger.

RETURNING TEAINS LEAVE CAPE ISLAND.

9.60 A. M. Morning Mail.

The SUNDAY MAIL. and PASSENGER TRAIN leaves Philadelphia at 700 A. M., returning leaves Cape Island at 500 P. M.

Commutation tickets, good for ONE, THREE, or TWELVE months, can be procured at the Office of the Company. Camden, N. J.

Through tickets can be procured at No. 228 Chesnut street (under the Continental Hotel). Persons purchasing lickets at this office can have their naggage checked at their residences.

WEST JERSEY RAILROAD LINES, from foot of MARKET Street (Upper Ferry).

Commencing TUESDAY, September 17, 1857.

For Bridgeton, Salem Vinciand, Millyllie, and intermediate stations, 500 A. M.

Mail, 230 P. M. Passenger.

Cape May 3'50 P. M.

West Jersey Freight Train leaves Camden at 12 M.

(noon.)

Freight will be received at Second Covered Wharf

(noon.)
Freight will be received at Second Covered Wharf
below Walnut street, from 700 A. M. until 500 P. M.
Freight received before 900 A. M. will go forward the
same day.
Freight Delivery. No. 225 S. DELAWARE Avenue,
721f WILLIAM J. SEWELL, Superlutendant. ticular attention paid to repairing.

FINANCIAL.

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## JAY COOKE & CO.

112 and 114 So. THIRD ST. PHILAP A.

Dealers in all Government Securities,

OLD 5-20s WANTED IN EXCHANGE FOR NEWS

A LIBERAL DIFFERENCE ALLOWED, 1

Compound Interest Notes Wanted INTEREST ALLOWED ON DEPOSITS.

Collections made. Stocks bought and sold on Commission. Special business accommodations reserved for adies.

NORTH MISSOURI RAILROAD

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SEVEN PER CENT. BONDS.

Having purchased \$600,000 of the FIRST MORT SAGE COUPON BONDS OF THE NORTH MIS-SOURI RAILROAD COMPANY, BEARING SEVEN PER CENT INTEREST, having 36 years to run, we are now prepared to sell the same at the low rate o

and the accrued interestfrom this date, thus paying the investor over 8 per cent. Interest, which is payable semi-annually. ble semi-annually.

This Loan is secured by a First Mortgage upon the Company's Railroad, 171 miles already constructed and in running order, and 52 miles additional to be completed by the first of October next, extending from the city of St. Louis into Northern and Central Missey. souri.

Full particulars will be given on application to either of the undersigned.

E. W. CLARK & CO. JAY COOKE & CO. DREXEL & CO.

P. S.—Parties holding other accurities, and wishing to change them for this Loan, can do so at the market rates.

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PHILADELPHIA. CAPITAL ... ..\$1,000,000

DIRECTORS. Joseph T. Balley, Nathan Hilles, Benj. Rowland, Jr., Bamuel A. Bispham, Edward B. Orne, William Ervien, Osgood Weish, Frederick A. Hoys Wm, H. Rhawn, WM. H. RHAWN, President,

Late Cashier of the Central National Bank IOS, P. MUMFORD Cashier, Late of the Philadelphia National Bank

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ALL SERIES,

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Twines Etc. No. 28 North WATER Street, and No. 22 North DELAWARE Avenue, EDWIS H FITLER, MICHAEL WEAVER, CONRAD F CLOTHIER, 210

O R N E X C H A N G B

HAG MANUFAUTORY,
JOHN T. BAILEY & CO.,
REMOVED TO
N. E. Corner of MARKET and WATER Streets
Philadelphia. Philadelphia.

DEALERS IN BAGS AND BAGGING
Of every Description, for
Grain, Flour, Salt, Super-Phosphate of Lime, Bone
Dist, Etc.
Large and small GUNNY BAGS constantly on hand
1221 Also, WOOL BACKS.
JOHN T BAILEY.
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CARPENTER AND BUILDER. SHOPS: NO. 213 LODGE STREET, AND MO. 1788 CHESNUT STREET, PHILADELPHIA.

GARDNER & FLEMING, COACH MAKERS, NO. 214 SOUTH FIFTH STREET. New and Second-hand Carriages for sale. Par

FIRE AND BURGLAR PROOF SAFES

\$94,500

SAVED FROM BURGLARS IN ONE OF

MARVIN'S SAFES. See New York Papers of 17th September.

The Burglars were at work during last Saturday Night, and till 3 P. M Sunday, and failed to secure a dollar.

MARVIN'S PATENT FIRE AND BURGLAR

## SAFES,

ALUM AND DRY PLASTER. Are Always Dry.

Never Corrode the Iron. Never Lose their Fire-Proof Qualities.

MARVIN & CO.,

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MANUFACTURER OF FIRE AND BURGLAR-PROOF SAFES. LOCKSMITH, BELL-HANGER, AND DEALER IN BUILDING HARDWARE,

A LARGE ASSORTMENT OF FIRE and Burgiar-proofSAFES on hand, with inside doors, Dwelling-house Safes, free from dampnes
Prices low.

C. HASSENFORDER,

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No. 422 VINE Street,

GROCERIES, ETC.

FRESH FRUITS, 1867.

PEACHES, PPARS, PINEAPPLES, PLUMS, APRICOTS, CHERRIES,

BLACKBERRIES, QUINCES, ETC. PRESERVED AND FRESH, IN CANS AND GLASS JARS,

Put up for our particular trade, and for sale by the dozen, or in smaller quantities, by MITCHELL & FLETCHER,

9 10 sm No. 1204 CHESNUT STREET. SUPERIOR VINECARS

SEAUTHE PRENCH WHITE WINE AND PURE OLD CIDER VINEGARS,

FOR SALE BY JAMEN B. WEEB. 5 140 Corner WALNUT and EIGHTH Str. WHITE PRESERVING BRANDY.

PURE CIDER AND WINE VINEGAR. GREEN GINGER. MUSTARD SEED, SPICES, ET All the requisites for Preserving and Pickling pu-ALLERY C. ROBERTS.

Dealer in Fine Groceries. 11 Tich Corner ELEVENTH and VINESIA.

REMOVAL. MOV

C. W. A. TRUMPLER HAS REMOVED HIS MUSIC STORE FROM SEVENTE AND CHESNUT STS.

TO No. 926 CHESNUT STREET PHILADELPHIA.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE A I PRACTICAL AND THE WORKS, NEAFTH & LEVY! PRACTICAL AND THE ORBITICAL ENGINERAL MACHINETS, BOILER WORKS, having for many years been in successful operation, and here exchanges in the engages in building and repairing Marine and River Engines, light and low-pressure, from Boilers, Wassinghes, light and low-pressure, from Boilers, Wassinghes, light and low-pressure for Boilers, was tracks, Propellers, etc. etc. respectfully offer their between to the public as being folly prepared to contract for engines of all sizes, Marine, Elver, and Stationary; having sets of patterns of different sizes, are prepared to execute orsioes with quick described, are prepared to execute orsioes with quick described. Every description of pattern-making made at the shortest notice. High and Low-pressure Fig., Tubular, and Cylindor Boilers, of the best Pennsylvania charcoal iron. Forgings of all sizes and kinds from and Brass Cashings of all descriptions; Roll Turning, Screw Cathing, and all other work connected with the above business.

Trawings and specifications for all work done at the establishment tree of charge, and work goes.

at the calabetes have ample wharf-dock room for reprire of boats, where they can lie in period acts; and are provided with alwars, blocks, falls, etc. etc., for raising beavy or light weights.

ACOB C. NEAFIE,

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BEACH and PALMER Streets.

### BEACH and PALMER Streets.

#### TOHN & COPE.

CUTHWARK FOUNDRY, FIFTH AND WASHINGTON STREETS,

PHILADRIPHIA.

MERRICK & SONS.

ENGINEERS AND MACHINETO,

CAUCHER HIS and Low Pressure Steam Rounces for Land, River, and Marine Service.

Boilers, Gascometers, Tanks, Iron Boars, ste
Castings of all kinds, either loop or brass.

Iron Frame Room for Gas Works, Workshops, and Saliresd Stations, ste.

Retoris and Gas Machinery, of the latest and mest improved construction.

Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vaccount Pans, Open Steam Trains, Defecators, Filters, Pumping Engines, etc.

Sole Acents for N. Billenz's Palent Sugar Business.

Sines, etc., Soie Agents for N. Billoux's Patent Sugar Boiling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwali & Woolsey's Patent Centringal Sugar Draining Machine. BRIDESBURG MACRINE WORKS No. 85 N. FRONT STREET,
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We are prepared to fill orders to any extent for our

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Lacienneky for COTTON AND WOOLLEN
MILLS,
Including all recent improvements in Darding, Spin
log, and Wesving.
We invite the attention of mannischurers to our extensive worza-ALFRED JENES & SON,



GEORGE PLOWMAN, CARPENTER AND BUILDER REMOVED

To No. 134 DOCK Street,

112 PHILADELPHIA.

THE RESIDENCE AND DESCRIPTIONS OF PERSONS ASSESSED ASSESSED.

SMIPPING

STEAM TO LIVERPOOL—CALL
ing as Queensiown.—The remain Line, satisfied each weekly, carrying the United States Mails.
CITY OF ANTWERP.——Saturday, October 8
CITY OF NEW YORK.——Wednesday, October 8
CITY OF RALTIMORES.——Saturday, October 12
CITY OF BALTIMORES.——Saturday, October 12
CITY OF BALTIMORES.——Saturday, October 12
CITY OF LONDON.——Saturday, October 22
Andench successfully Saturday and Wednesday, all noon, from Pier No. 45, North filver.

By the mail steamer sating overy Saturday, all noon, from Pier No. 45, North filver.

Physible in Gold.——Physible in Currency
First Cabils.————165
To London.———165
To London.———165
To London.———165
Package by the Wednesday Steamers:—First Cabin, 1100 Steerage, &m. Payable in U. S. Currency.

Famengers also forwarded to Havre, Hamburg, Bremien, etc., at moderate rates.

Steerage, &m Fayable in Liverpool or Queenstown, \$10
currency, Elekets can be bought here by persons send-ing for their friends.

For further information apply at the Company's offices,

JOHN G. Dalle, Agont,

No. 16 BROADWAY, N. Y.

STEE PHILADEL MAILS.

SOUTHERN MAIL STEAMSHIP COM-

JUNIATA, 1215 tons, Capitain P. F. Hoxie,
TIOGA, 1075 tons, Capitain P. T. Hoxie,
THOGA will tenve for New Orleans on SATUR
DAY, October 5, at 8 o'clock A, M., from Pier The JUNIATA will leave New Orleans for this port October 5,
Through bills of lasting signed for freight to Mobile Gelveston, Natchez, Vickzburg, Lenghis, Nashvills Cairo, St. Louis, Lenisville, and Cincinnati.
Agents at New Orleans, Creevy, Nickerson & Co. WILLIAM L. JAMES, Goneral Agent, CHAS, E. DILKES, Freight Agent,

4 14]
No. 214 S. Delaware avenue.

No. 214 S. Delaware avenue,

PHILAPPELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE,
THROUGH ARL LINE TO THE SOUTH
AND WEST!

THROUGH RECEIPTS TO NEWBERN,
Also all points in North and South Carolina, vis
Seatourd and Roanoke Railroad, and to Lynchburg
Va., Tennessee and the West, vis Norfolk, Peters
burg, South-Side Railroad, and Richmond and Danville kisilroad.

The regularity, safety, and cheapness of this rouse
commend it to the public as the most desirable
medium for carrying every description of freight.
No Charge for commission, drayage, or any expense
of transfer.

Steamships incure at lowest rates, and leave regularly from first wharf above Market street.
Freight received daily.

W. P. PORTER, Agent at Richmond and City
Point.
T. P. CROWELL & CO., Agents at Norfolk.

Point. T. P. CROWELL & CO., Agents at Norfolk. 61

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMSOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINE
TONAWANDA, 526 tons, Captain Wm. Jennings.
W YOMING 520 tons, Captain Jacob Teal.
The steamship WYOMING will leave for the above port on Saturday, October 5, at 8 o'clock A. M., from Pier 18 South Wharves.
Through passage tickets soid, and freight taken for all points in connection with the Georgia Central Railroad, WILLIAM L. JAM ES, General Agent, CHAS, E. DILKES, Freight Agent,
No. 314 S. Delaware avenue.
Agents at Savannab, Hunter & Gammell.

THE PHILADELPHIA AND
FANY'S REGULAR SEMI-MONTHLY LIFE,
FOR WILMINGTON, N. C.
The steamship PIONEER, Siz tons, Captain J. Bennett, will leave for the above port on Thursday,
October 3, at 8 o'clock A. M., from Pier 18 Sould
Wharves.
Bils of lading signed at through and reduced rates
to all principal points in North Carolina,
Agents at Wilmington, Worth & Daniel,
WILLIAM L. JAMES, General Agent,
CHAS, E. DILKES, Freight Agent,
11 No. 314 S. Delaware avenue,

HAVANA STEAMERS. SEMI-MONTHLY LINE. CARRYING THE UNITED STATES MAIL. 

PASSAGE TO AND FROM
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED BATES,
DRAFTSAVAL ABLETHROUGHOUT ENGLAND
HAELAND, SCOTLAND AND WALKS
FOR PASSAGE 19,149
TAPSCOTTS, BROTHERS 4 CO.,
NO. 86 SOUTH STREET AND NO.

11 Or to THOS. T. SEARLE, No. 217 WALNUT NEW EXPRESS LIKE TO Alexandria, Georgetown, and Washington Alexandria, Georgetown, and Washington will connection as Alexandria from the most direction for Lynchburg, Brisnol, Enoxville, Nashvills allon, and the Southwest.

Steamers leave regularly from the first wharf accounts for the continuous continuous

Freightraceived daily. WM. P. CLYDE & CO.

No. 14 Edwards and South Wharves

1. B. DAVIDSON, Agents at Georgetows,

2. Elwidber & Co., Agents at Alexandria, V.

OFFONITION TO MONE
OFFONITION TO MONE are Cashill.

Filling points and Baltimore Union Steamboat Comsity, daily at Fo'clock P. M.

Fe Steamers or this line are now plying regularly
elected this peri and Baltimore, leaving the second
mary below Arch street daily at Fo'clock P. M.
emdays excepted).

Carrying all description of Freight as low as any
ther the. other live, Freight handled with great care, delivered portriety, and lorwarded to all points beyond the same in the contraction of all description of Merchandise, Roises, Carriages

for each formation apply to JOHN B. RUOFF, Agent, 516 No. 18 N. DELAWARE Avenus. FOR NEW YORK, VIA DELA
ware and Haritan Canal.

Express Etnambout Company Steam Propellers
leave Dally from first wharr below Market street.

Through in twenty four hours, toods forwarded to
all points, North, East, and West, free of commission.

Freight received at the lowest rates.

WM. P. CLYDE & CO., Agents,
No. 14 South Wharves.

JAMES HAND, Agent.

JAMES HAND, Agent, No. 104 Wall street, New York. FOR NEW YORK, SWIFT
SURE Transportation Company Despatch and Swiftsure Lines, via Delaware and Raritae Canal, on and after the 15th of Diarch, leaving daily at 12 M, and 5 P. M., connecting with all Northern and Eastern lines.
For freight, which will be taken on accommodating terms, apply to WILLIAM M, BAIRD & CO.

WILLIAM M. BAIRD & CO. No. 122 S. DELAWARE Avenue. TO SHIP CAPTAINS AND OWNERS,
The undersigned naving seasest the KEN.
SINGTON SCREW DOCK, begs to inform his friend
and the patrons of the Dock that he is prepared with
uncreased facilities to accommodate those having versels to be raised or repaired, and being a practical
ship-carpenter and caniker, will give personal attention to the vessels entrusted to him for repairs,
Captains or Agents, Ship-Carpenters, and machinisttaving the agency for the sale of "Wetterstedta
Patent Metallic Composition" for Copper pains, for
the preservation of vessels bottoms, for this city, I am
prepared to furnish the same on reasonable terms,
JOHN H, HAMMITT,
Kennington Screw Dock,
1 19 DELAWARE Avenue, above Laurel street.

WANTS.

BOOK AGENTS IN LUCK AT LAST,

The crisis is passed. The hour has come to lift the veil of secresy which has hitherto enveloped the inner history of the great civil war, and this is done by offer-ing to the public General L. C. Baker's "HISTORY OF THE SECRET SERVICE." For thrilling interest this book transcends all the romances of a thousandyears, and concidalvely proved that "truth is stranger than fiction."

Agents are clearing from \$200 to \$500 per month, which we can prove to any doubting applicant. A few more can obtain agencies in territory yet muccupied. Address

P. GARRETT & CO., RO. 702 CHESNUT STREET, WANTED-FOR THE U. S. MARINE Corps, able-bodied MFN. Recruits must be able-bodied, young, unmarried men. They will be employed in the Government Navy-yards and in Ships of War on foreign stations. For further tutor-mation apply to

Gaptain and Recruiting Officer,
No. 311 S. FRONT Except.

AUCTION SALES.

M Gag sancto Page P A N D & CO A OCTIONEERS. No. 6 MARKET Street

SALE OF 1800 CASES BOOTS, SHOES, BROGANS, ETC.

OR Thurnday Morning.

October 3, commencing at 10 o'clock, we will sell by catalogue, for cash, 1800 cares Boots, Shoes, Brogans, Balmorals, etc.

Also, Wotsen's, Misses, and Children's wear, to which the attention of the trade is called. [B 28 4t]

FORN B, MYERS & CO., AUCTIONEERE Nos. 222 and 284 MARKET Street.

LARGE POSITIVE SALE OF BRITISH, FRENCE,
GERMAN, AND DUMESTIC DRY GOODS.
On four months' credit,
On thursday morning,
October 3, at 10 o'clock, emeracing 1000 packages and
low of staple and fancy articles.

[9 27 35

LARGE POSITIVE SALE OF CARPETINGS, ETC. On Friday Morning, October 4, at 11 o'clock, on four months' credit, about 200 pieces of lograin, Venetian, Hat, hemp, collage, and rag carpetings. LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC.,
On Monday Morning,
October 7, at 10 o'clock, on four months' credis, 700 lots of French, India, German, and British Dry Goods.

191 5t

LARGE PEREMPTORY SALE OF BOOTS, SHOES, BROGANS, TRAVELLING BAGS, ETC., On Tuesday Morning. Oct. 8, at 10 o'clock, on four months' credit, 2009 packages boots, shoes, balmorals, etc. [10 2 56]

M. B. FOURTH Street. NOS. 139 AND 140 Large Sale Nos. 123 and 141 S. Fourth atreet.

HAND OME WALNUT FURNITURE, PIANOFORTE, MIRRORS, ELEG INT VELVET, BRUSSELS, AND IMPERIAL CARPETS, CHANDELIERES, FINE FEATHER BEDS, FRENCH
UBINA, Etc., Etc.
On Thursday Morning,
Attociclock, at the auction rooms, a very extensive
assortment of Furniture.

J. M. GUMMEY & SONS, AUCTIONEERS,

Hold Regular Sales of
REAL ESTATE, STOCKS, AND SECURITIES AT
THE PHILADELPHIA EXCHANGE,
Handbills of each property issued separately.
Itoe catalogues published and circulated, containing
full descriptions of property to be sold, as also a partial list of property contained in our Real Estate Register, and offered at private sale.
Sales advertised daily in all the daily newspapers.

SALE ON MONDAY, Oct. 7, will include,
By order of Heira-Three-story Brick Store
and four Brick Dwellings, S. E. corner of Twentyfourth and Caldwell streets, below Walnut,
No. 722 Lombard streets, below Walnut,
with four Dwellings in the rear, running through to
Cullen street.
Three-story Brick Dwelling, with back buildings
and modern conveniences, No. 1026 Vernon street
(above Brown street).
THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
CHESNUT Street; rear entrance No. 1107 Sansons
street.

NEW AND SECOND-HAND HOUSEHOLD FUR-NITURE, FINE CARPETS, LOOKING-GLASSES, PIANO-FORTE, FRENCH CHINA, CUT GLASS, VASES, ETC.

VASES, ETC.

On Friday Morning,
At 8 o'clock, at the auction store, No. 1110 Cheanut street, will be sold, a large assortment of superior parior, chamber, dining-room, and library furniture, from families declining housekeeping.

FRENCH CHINA, GLASSWARE ETC.
Also, French China dinner and tea sots; sets of rich cut glass; French China figures; sets of fine tea trays; lancy inkstands; China figures; sets of fine tea trays; vory bandle table cutlery, etc.

The NCOAST & WARNOCK AUCTIONEERS.

PANCOAST & WARNOCK, AUCTIONEERS. PROPOSALS.

DEOPOSALS FOR DREDGEBOAT.

OFFICE U. S. ENGINEER AGENCY,
NO. 7 BOWLING GREEN, NEW YORK CITY,
September 19, 1867.

The undersigned hereby invites sealed proposals for building and equipping ready for sea and for work the first of the two Dredgeboats (authorized by joint resolution of Congress approved March 29, 1867) for improving the mouth of the Mississippi river, in accordance with models, drawings, and specifications visible at this office, and instructions to be furnished by the Engineer in charge; the Dredgeboat to be delivered at such point in the Mississippi river at or below New Orleans, as the Engineer in charge may direct.

The Dredgeboat to be a double-ender, 160 eet long, 30 feet beam, and 22 feet high, measured from the bottom of the keel. It the surface of the spar-deck at amidships; to have a screw propeller at each end, one of which is to be 14 feet dismeter, driven by two engines, and the other

peller at each end, one of which is to be 14 feet diameter, driven by two engines, and the other 12 feet diameter, and driven by one; to be fitted with water compartments for readily adjusting the draft to any depth from 14 to 20 feet; to be fitted with an auxiliary scraper at each end; and many of the parts to have a strength considerably exceeding that of like parts of steamers of like dimensions designed for ordinary ocean pavigation.

pavigation.

of like dimensions designed for ordinary ocean bavigation.

During the construction of the Dredgeboat reasonable facilities for inspecting the materials and workmanship must be afforded the officer or agent appointed for the purpose.

The Dredgeboat to be propelled throughout her sea voyage between the points of construction and delivery by her own engines alone. Hids which do not cover the entire construction and equipments ready for the sea and for work of the Dredgeboat, and her delivery at the point designated, will not be considered.

No hids will be considered except from those practically engaged in the construction of ocean steamers, or screw propeller machinery for the same, and who have personally inspected the model and drawings of the Dredgeboat, or employed experts for the purpose of informing them of its character.

Bids to be indorsed (on the envelope) "Proposals for Dredgeboat," and addressed to the undersigned at this office.

Each bid must be accompanied by a guarantee, signed by two guarantors, that the bidder will enter into contract as herein stated, and a certificate of the responsibility of the guarantors, and specifying the occupation of the bidders, signed by an officer of the United States Corps of Engineers, or some other competent person known to the undersigned.

Proposals will be received till 12 M., on the 12th day of October, 1867, at which time they will be opened. The contract and bond must be signed by the 14th day of October, 1867; work must be actually begun on both hull and machinery by the 20th day of October, 1867; the

be signed by the 14th day of October, 1867; work hust be actually begun on both hull and machinery by the 20th day of October, 1867; the boat must be completed, ready for sea and for work, and the trials and trial trip had by the 31st day of March, 1868, and no unnecessary delay thereafter must occur in her delivery at the point designated.

Payments will be made as follows:—Forty payments will be made as follows:—Forty payments will be contract price on launching the Payments will be made as follows:—Forty per cent. of the contract price on launching the boat and completion of the boilers and the cylinders of the three propeller engines, provided all these shall have been duly approved; thirty-five per cent. on approval of the boat after completion of all its parts, ready for sea and for work, by the duly anthorized officer or agent of the United States, all the trials and the trial trip having been had, provided the terms of the contract shall thus far have been compiled with, and the balance on final acceptance at the point of delivery.

Bonds for the falthful performance of the contract in the sum of \$25,000 will be required, with two sureties, whose sufficiency must be certified by the Clerk of the nearest District Court, the names of the sureties, with the certificate, to be submitted with the bid.

The bids and guarantees must be made out on the printed forms to be had at this office.

Model and detailed drawings can be seen and

The bids and guarantees must be made out on the printed forms to be had at this office. Model and detailed drawings can be seen and copies of specifications had at this office, Copies of the specifications can also be seen at the United States Engineer's offices in Philadelphia and Boston.

The Government reserves the right to reject

The Government reserves the right to reject sny and all bids.

In order that no time may be lost after the contract shall be signed, full detailed drawings of all parts of the Dredgeboat are in progress, and will be in readiness to turn over to the contractor so that work may be begun without delay on account of preparation of working drawings.

M. D. McALESTER.

Brevet Brig-Gen, U. S. A., Maj. of Eng's, in charge of improvement, mouth of Mississippi river.

9 23 121

PAPER HANGINGS, ETC.

PAPER HANGINGS. NEW ENTABLISHED INT. E. CORNER OF TENTH AND WALNUT.

J. C. FINN & SONS flave opened with an extensive assortment of DECO-

RATIVE and PLAIN WALL PAPERS, embracing every quality to suit all tastes. 914 Imw